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# SOUTHWEST CORRIDOR PROJECT NEWSLETTER

## CORRIDOR

## NEWS

# 13

Published by the Massachusetts Bay Transportation Authority



Construction is well underway in all sections of the Corridor. Rail ties and tracks have been removed and excavation of the embankment has begun.

### Contents:

- Questions and Answers, Columbus Ave. Detour..... p 2
- Archaeology..... p 3
- Profiles: SWCP Construction Managers..... p 4
- Cost Cutting, Contract Awards..... p 5
- SWCP Development Plan..... p 6
- Construction Task Forces..... p 8
- Work Hours and Noise Control..... p 9
- Exterminating the Rats..... p 10
- The Section I Cover, Centre Street Activities..... p 11
- Educational Training Program..... p 12
- EN ESPAÑOL: un resumen de cada artículo

# Neighborhood Task Forces Meet Vecindarios Discuten la Construcción

The three Neighborhood Committees met recently to discuss different topics related to construction. Eventually, each Neighborhood Committee will create a special sub-committee dedicated to reviewing any issue related to construction. The Construction Task Forces, as the sub-committees will be known, will advise the MBTA and report to the Neighborhood Committees about their activities.

**en Español**  
Los tres Comités de Vecindario se han reunido recientemente para deliberar sobre distintos temas que afectan la construcción. Eventualmente, cada Comité de Vecindario formará un sub-comité dedicado a todo lo pertinente a la construcción, llamados Comités de Construcción, que asesorarán a la MBTA y rendirán informes regulares sobre su trabajo a los Comités de Vecindario. (Continuado de la pág. 8)

## SECTION I

The 14 November 1979 Section One Neighborhood Committee Meeting held at the Harriet Tubman House attracted about 40 residents. Many had questions about the SWCP's progress and were interested in the status of contract documents - especially as they resolved community concerns of noise restrictions, rodent control, detours, and liaison during construction.

Midlands Branch progress reports had been on the agendas of many previous meetings. At this meeting Tony Pangaro, SWCP Manager, announced that on Nov. 5, 1979, Amtrak and Shore Line Commuter Rail trains were detoured to the Midlands Branch that runs from Readville through Hyde Park, Mattapan and Dorchester and into South Station. A shuttle train between South Station and Back Bay provides service for those using Back Bay.

Now that the SW Cor-

ridor rail bed is available for new construction, the tracks have been removed, and the 12 buildings acquired by the MBTA in Section One will be demolished. All of this work will begin this winter. Remodeling of the Carter School, the National Parking garage, the Health Building and protection of the Camden St. Sewer will also begin soon.

Noise levels and how to restrict them, was the main focus of attention. It was explained that the maximum noise level of 86 dBA is, in fact, less than train passbys, which were at 110 dBA. (Refer to article on noise and work hours).

Bob Loney, Section One Design Manager for KE/FST explained that noise levels will be reduced by use of slurry walls instead of steel sheeting, a specific construction technique whose primary feature is protecting the adjacent (Continued on page 8)



Spoils from the embankment excavation are hauled away in heavy dump trucks. The dirt is covered with canvas to prevent spillage onto city streets.

Southwest Corridor  
Project Newsletter  
March 1980

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# FROM THE PROJECT MANAGER



Southwest Corridor Project  
(617) 722-5834

We have entered the time of heavy transit construction in the Southwest Corridor. The collective work of neighborhood people and government has begun to physically change the South End, Roxbury, and Jamaica Plain. Before long we will all see these neighborhoods in a different way.

This issue of the Corridor News will bring you up to date on recent construction activity and the people who are involved. Please feel free to call if we can be of assistance.

Sincerely,

*Anthony Pafigaro*

Anthony Pafigaro  
Manager of Southwest Corridor Development

## QUESTIONS ANSWERS

If we see someone dumping illegally in our neighborhood who should we report it to?

Ans: First try to get a full description of truck, license plate, name on door, time of day, place, and if possible color and make of truck. A description of the driver is also useful. Turn this information over to the Boston Police Department. If you suspect it is a SWCP truck, report the incident by calling your Section Planner or the SWCP Hot Line #722-3300.

## QUESTIONS ANSWERS

¿Si vemos a alguien que ilegalmente está botando relleno en nuestro vecindario, a quién lo podemos denunciar?

Resp: Primeramente trate de obtener una descripción completa del camión; número de licencia, nombre en la puerta del camión, hora, lugar y, si es posible, color y marca del camión. También es útil si se tiene la descripción del motorista. Entregue esta información al Departamento de Policía de Boston.

## QUESTIONS ANSWERS

What can you do if you find that a contractor's construction equipment is making excessive noise?

Ans: Each contractor is required to maintain a telephone number which can be called in case of complaints about noise. These numbers are posted on the job site and are for:

Track Removal Noise  
in all Sections: 326-8170  
Section II  
The Mahoney Corp.: 442-3615  
Section III  
The Perini Corp.: 524-4212

## QUESTIONS ANSWERS

¿Qué se puede hacer si se encuentra que la maquinaria de un contratista hace demasiado ruido?

Resp: Se requiere que cada contratista tenga un número de teléfono donde se pueda llamar en caso de quejas acerca de la bulla. Estos números están anunciados en el lugar donde trabajan y son:  
Ruido causado al remover los rieles en todas las Secciones: 326-8170  
Sección II  
Mahoney Corp.: 442-3615  
Sección III  
Perini Corp.: 524-4212

# Columbus Ave. Detour Under Construction Bajo Construcción Desvío Ava. Columbus

The Section II Detour Road will be located between Columbus Avenue and the existing railroad embankment extending from Heath Street to Roxbury Street.

This detour road is being built to allow for construction of a new Columbus Avenue. This construction consists of work on public utilities under new Columbus Avenue and raising of the street to a higher elevation. It will then meet the level of Heath Street and New Heath Street when they are raised to pass over the Orange Line and Railroad.

In conjunction with this is the improvement of land for the Roxbury Community College on the east side of new Columbus Avenue. The area will be filled to meet new street levels allowing for new foundation for the College.

The detour road will have four lanes, two in each direction, of usual lane width. It will be of black-topped pavement and generally straight with gentle curves insuring traffic ease and safety during construction.

New Heath Street is now temporarily closed for construction activities.

El camino de desvío de la sección II estará entre Columbus Avenue y el terraplén del ferrocarril existente, extendiéndose desde Heath Street hasta Roxbury Street.

Se va a construir este desvío para permitir la construcción de una nueva Columbus Avenue. La construcción consistirá de trabajo en los servicios públicos bajo la nueva Columbus Avenue, y elevación de la calle a una altura mayor. Así alcanzará el mismo nivel de las calles Heath St. y New Heath cuando estas sean elevadas para pasar sobre la Línea Orange y la vía ferroviaria.

En conjunto con la construcción del camino de desvío se va a maorar el terreno del Roxbury Community College en el lado este de la nueva Columbus Avenue. Se va a rellenar esta área para que se una con el nuevo nivel de la calle, permitiendo así la construcción de nuevos cimientos para el College. El camino de desvío se hará de cuatro manos, dos en cada sentido, y del ancho usual. La superficie será pavimentada y por lo general recta con curvas suaves para asegurar la facilidad y seguridad del tráfico durante la construcción.

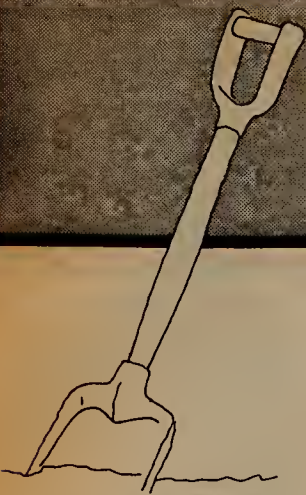
La calle New Heath está cerrada temporalmente por trabajos de construcción.



View of the Columbus Ave. detour road in Section II.

# ARCHAEOLOGY

# ARQUEOLOGIA



During the past summer and fall the Museum of Afro American History conducted an archaeological testing program in the Southwest Corridor Project area. Twenty-nine historic sites between Walpole street in Roxbury and Green street in Jamaica Plain were selected for testing. They were chosen on the basis of extensive historical research which determined if any of the sites were still "intact" and undisturbed by change.

Of the twenty-nine sites tested, nine sites were found to have significant structural and cultural remains below ground. Four sites are mid- to late nineteenth century industrial sites, two sites contain nineteenth century trash deposits, one site is a late eighteenth to early nineteenth century craft site and two are eighteenth century house sites.

The Metropolitan Horse Railway Company car house and shops were located at Roxbury Crossing between Columbus Ave. and the railroad. The complex which was built in 1859 contained a car house, blacksmith shop and many horse harnesses.

The Highland Foundry was started in 1845 and made iron cooking stoves and cast iron kitchenwares. On site tests of possible locations found the cupola building where the iron was melted down in order to be cast into objects. Remains of products and waste from making the products were found.

The Guild Tannery was started in 1847. SW Corridor archaeologists found parts of the tannery buildings and pieces of leather which were probably tanned there. The Elmwood Street Pump house (1869) was the pumping station for the Stand Pipe built on Fort Hill. Test excavations uncovered a floor of the pump house,

made of brick and marble.

The "Stone Jail" was supposedly the site of an early nineteenth century jail. No historical or archaeological evidence could be found to support this theory, but the archaeological testing did uncover evidence of an eighteenth century boat building. The site was originally on the edge of the Back Bay and small wooden pegs and rope were found.

The two housing sites were located in areas occupied by nineteenth century working class families. Trash deposits left by these families were found by the testing team. These deposits contain household trash and garbage: crockery, bottles, glassware, buttons, clay pipes, belt buckles and animal bones. Trash deposits like these provide archaeologists with valuable information on the life styles of nineteenth century people.

The Williams Homestead was the site of a seventeenth and eighteenth century farm occupied by the Joseph Williams family. Eighteenth century artifacts were found at the site, as well as indications of the location of the building site. The Pierpont site was the home of the family who ran Roxbury's mills in the seventeenth and eighteenth century. An eighteenth century deposit of artifacts such as bowls, tea cups, saucers, wine bottles and pipes, was found in the yard area around where the house had been.

Four of these sites have been excavated and documented because they would have been destroyed by SW Corridor construction. Four others are going to be excavated in the spring.

## Resumen en Español

Durante el verano y otoño pasados, el museo de Historia Afroamericana condujo un programa arqueológico experimental en el área del Proyecto del Corredor Suroeste. Fueron elegidos para examinar veinte y nueve lugares históricos entre la calle Walpole en Roxbury y la calle Green en Jamaica Plain. La elección fué hecha a base de una investigación histórica extensa que de-



One of the nine archaeological sites in the SW Corridor which contain significant structural and cultural remains.



Part of a horse harness found on the site of the old Metropolitan Horse Railway company.

terminó si alguno de los lugares estaban "intactos" y sin alterar.

De los veinte y nueve lugares examinados, se encontraron bajo tierra nueve lugares que tenían importantes ruinas estructurales y culturales. Cuatro de los lugares son sitios industriales de mediados hasta el fin del siglo diez y nueve, dos de los sitios contienen depósitos de basura del siglo diez y nueve, uno de los sitios era un lugar de artesanía del fin del siglo diez y ocho hasta principios del diez y nueve y dos eran lugares donde habían casas del siglo diez y ocho.

La terminal y los talleres de la compañía Metropolitan Horse Railway estaban localizados en el cruce de

Roxbury entre la avenida Columbus y el ferrocarril. Este conjunto que fué construido en 1859, tenía una terminal, taller de herrero, taller de pintor y establos. Los arqueólogos del Museo encontraron la estructura de la terminal, las vías ferroviarias, parte del taller de herrería y muchos de los arneses de caballos. La Highland Foundry fué inaugurada en 1845 y fabricaban estufas de cocina y utensilios de hierro colado. Examinando este lugar se encontró el horno de fundición donde derrretaban el hierro para moldearlos en diversos objetos.

La Guild Tannery fué inaugurada en 1847. Los arqueólogos del Corredor Suroeste encontraron ruinas de los edificios de la curtiembre y pedazos de cuero que probablemente fueron curtidos allí. La caseta de Bomba de la calle Elmwood (1869) era la estación para la cañería Stand construída en Fort Hill. Haciendo excavaciones de prueba se encontró el piso de la caseta de bomba, hecho de ladrillo y mármol.

Los dos sitios donde existieron casas están situados en áreas ocupadas por familias de obreros del siglo diez y nueve.

Se excavaron y documentaron cuatro de estos lugares pues hubieran sido destruídos por la construcción del Corredor Suroeste. En la primavera se excavarán cuatro sitios más.

# Profiles: Construction Managers

## Perfil: Supervisores de Construcción

While design of the Southwest Corridor Project continues, several construction contracts have been awarded and more are about to be advertised (see list on Page 5). Each section has its own Section Manager for construction whose job it is to administer and oversee the construction contracts in his particular section. You will first get to know the Manager for your section during the course of Neighborhood Meetings and Open Houses. In the meanwhile, we have prepared a brief profile on each person.



**John Dougherty**

**SECTION II** John F. Dougherty has a wide background in construction, having been a mason, carpenter, glazer, steamfitter and electrician. He was educated at Wentworth Institute and became a general contractor and developer in 1942. Before joining the MBTA, 11 years ago, he built over 500 houses, supervised construction of the Coop for Harvard, the Telephone Company building on Franklin Street for the phone company, and the Tewksbury High School.

At the MBTA, Jack has held many positions. Most recently he was Assistant Project Manager for the Orange Line North and Project Manager for the Franklin and Midlands Branch Reconstructions.



**John E. Powers**

**SECTION III** John E. Powers came to work for the MBTA in 1978 following a long career as a construction superintendent and manager in the private sector. Upon graduating from Providence College in 1961, he was hired by the Perini Corporation where

he worked in a supervisory capacity on such well known projects as the Callahan Tunnel, the Massachusetts Turnpike Extension and the Tobin Bridge.

Between 1973 and 1978 he was employed by the Coughlan Construction Company where he was a project manager and senior estimator in the home office.

During his spare time, John is active in state and local affairs. He is a former member of the Governor's Advisory Committee on Youth and the current Vice-Chairman of the Acton Finance Committee. He is also an ardent bird watcher and member of the Massachusetts Audubon Society.

### Resumen en Español

Mientras continúa el diseño del Proyecto del Corredor Suroeste, se han otorgado varios contratos para construcción y se van a anunciar varios más (vea lista en Pág. 5). Cada sección tiene su propio Administrador de Sección para construcción, cuyo trabajo es de administrar e inspeccionar los contratos de construcción en su propia sección. La primera vez que podrán conocer al Administrador de su Sección será durante las sesiones de Vecindario y reuniones en los hogares. Mientras tanto, hemos preparado un breve perfil de cada uno de ellos.

**SECCION I** Russell B. Murphy empezó a trabajar en 1941 en la Estación Aérea Naval en Squantum. Trabajó durante la guerra, desde 1943 al 45, en el Cuerpo de Ingenieros de Infantería, terminando en 1947 para asociarse con el Departamento de Obras Públicas de Massachusetts. Ahí tomo parte en muchos trabajos de construcción hasta que en 1960 dejó este trabajo para formar su propia empresa constructora.

Russ se unió a la MBTA en 1974 con catorce años de experiencia trabajando por su cuenta. El fué Ingenie-

ro Residente en la reconstrucción de la Sección Highland de la Green Line y renovación de todas sus estaciones. También fué Ingeniero de Area en la extensión de Quincy de la Línea Roja y de la Estación Braintree Garage.

Durante sus horas de descanso, Russ juega mucho golf.

**SECCION II** John F. Dougherty posee gran experiencia en construcción, él ha trabajado como albañil, carpintero, vidriero, plomero, y electricista. Estudió en el Instituto Wentworth y llegó a ser contratista y urbanizador en 1942. Antes de empezar a trabajar con la MBTA, hace 11 años, construyó más de 500 casas, supervisó la construcción de la Cooperativa de Harvard, del edificio de la Compañía de Teléfonos en Franklin Street y la Escuela Superior de Tewksbury.

Jack ha tenido diferentes empleos en la MBTA. El más reciente fué Superintendente del Proyecto de la Orange Line North y Superintendente del Proyecto para la reconstrucción de las secciones de Franklin y Midlands.

**SECCION III** John E. Powers empezó a trabajar para la MBTA en 1978 después de una larga carrera como Superintendente y gerente en el sector privado. Después de graduarse del Providence College en 1961, fué empleado de la Corporación Perini donde trabajó en la capacidad de supervisor en los bien conocidos proyectos del Tunnel Callahan, la Extensión del Mass. Turnpike, y el Puente Tobin.

Se retiró en 1973, y en 1978 fué empleado por la Compañía Constructora Coughlan adonde fué supervisor de proyecto y tasador en la oficina principal.

John es activo en asuntos locales y del estado. Fué miembro del Comité Consultativo del Gobernador para Asuntos Juveniles y el actual Vice-Presidente del Comité de Finanzas de Acton. También es un gran observador de pájaros y es miembro de la Sociedad Audubon de Massachusetts.



**Russell B. Murphy**

**SECTION I** Russell B. Murphy went to work in 1941 at the Naval Air Station in Squantum. During the War, from 1943-1945, he worked for the Army Corps of Engineers, leaving in 1947 to join the Commonwealth of Massachusetts Department of Public Works. There he participated in numerous construction jobs until 1960 when he left to form his own construction company.

After fourteen years of experience in his own firm, Russ joined the MBTA in 1974. He was a Resident Engineer on the rebuilding of the Green Line Highland Branch and renovation of all of its stations. He was an Area Engineer for the Red Line Extension to Quincy and the Braintree Garage Station.

During the few hours he spends off his job, Russ plays as much golf as possible.



# COST CONTROL

## Reducen Presupuesto

professionals and officials from throughout the country to review the entire project. After the completion of this review, the "Peer Group" would then advise UMTA on methods of controlling the project cost.

In preparation for these meetings the MBTA and its consultants spent a great deal of time evaluating the entire project and preparing a list of cost reduction items, which included those elements of the project in the following categories:

- 1-Elements which could be dropped because they play an unsubstantial role in project intent and operations.
- 2-Elements whose construction could be deferred until some further date.
- 3-Elements which could be altered, or reduced, without significantly affecting the quality of the project.

The MBTA met with the "Peer Group" and UMTA representatives during several days in October of 1979 in

order to review the project. As the result of the successful adoption of the Cost Control Program, MBTA has succeeded in maintaining intact all those elements of the Project which are documented in the Environmental Impact Statement. Final design of the project is now proceeding as planned. Changes which have been made to the stations, Parkland, elements, etc. have been reviewed at a series of Neighborhood meetings and open houses.

The list of cost reductions is available through your section planner.

### Resumen en Español

La MBTA y su especialista de coordinación acaban de terminar un largo y riguroso programa para controlar gastos en el Corredor Suroeste. Este programa se inició con la intención de limitar el presupuesto del proyecto de construcción al límite establecido y aprobado por la Ayuda Económica al SWCP por la Administración de Transportes Urbanos de

Masivos (UMTA). El Programa de Reducción del Presupuesto empezó en Febrero de 1979, en parte porque UMTA solicitó que las autoridades evaluaran medios y métodos para controlar el presupuesto del Proyecto. También se solicitó que la MBTA se reuniera con un grupo de profesionales en transporte y autoridades de todo el país para revisar el proyecto completo.

Para prepararse para estas reuniones, la MBTA y sus asesores pasaron mucho tiempo evaluando el proyecto completo y prepararon una lista de artículos que pueden ayudar a reducir el presupuesto, incluyendo en ésta, elementos en las siguientes categorías:

- 1-Elementos que se pueden eliminar por no ser de mucha importancia en la operación e intención del Proyecto.
- 2-Elementos cuya construcción puede ser pospuesta a una fecha futura.
- 3-Elementos que pueden ser cambiados o reducidos sin afectar la calidad del proyecto.

The MBTA and its coordinating consultant have just completed a rigorous and lengthy cost control program for the Southwest Corridor. The program was initiated with the intent of holding project construction costs to the limit established in the approved Urban Mass Transportation Administration's (UMTA) Capital Grant for the SWCP. The Cost Control Program began in February of 1979, in part upon UMTA's request that the Authority evaluate cost-effective means and methods of controlling the Project budget. It was also requested that the MBTA meet with a "Peer Group" established by UMTA consisting of six transportation pro-

Contract No.	Construction Contract	Construction Company	Date Awarded
097-200	SECTION II DEMOLITION	Almac Construction Corporation	Awarded August 1979 Completed November 1979
097-400	EXISTING TRACK REMOVAL, SECTIONS I, II & III	Eastern Seaboard Engineering	Awarded October 1979
097-204	SECTION II SITE PREPARATION	John Mahoney Construction & Whittier Equipment Corporation	Awarded December 1979
097-303	SECTION III SITE PREPARATION	Perini Corporation	Awarded December 1979
097-103	SECTION I DEMOLITION	John Mahoney Construction	Awarded January 1980
097-105	CARTER SCHOOL RECONSTRUCTION	Low Bidder: W. T. Rich Company	Bids opened February 1980
097-104R	INTERIM BACK BAY STATION		To be advertised April 1980
097-106	BOSTON MAIN INTERCEPTOR SEWER PROTECTION		Advertised March 1980
097-208	STONY BROOK RECONSTRUCTION AT ROXBURY CROSSING		To be advertised March 1980

## LIST OF CURRENT SWCP CONTRACTS



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# Neighborhood Task Forces Meet

## Vecindarios Discuten la Construcción

### Section I

(Continued from page 1)  
buildings. They also contribute to a quieter environment since the pile drivers associated with steel sheeting are not required. Bob noted that - reasonable measures will be taken to make construction as quiet as possible, but that some noise is necessary in any construction. The job will move up and down the right-of-way; so no one will actually have construction going on outside his house for the entire 2 to 3 year period.

### Resumen en Español

La reunión del 14 de noviembre de 1979 del Comité de Vecindario de la Sección I que se llevó a cabo en la casa Harriet Tuhman, atrajo como 40 residentes. Muchos de ellos tenían preguntas sobre el progreso del SWCP y estaban interesados en el estado de los contratos - especialmente en lo que tratan con restricciones de ruido, control de ratas, desvíos, y coordinación mientras dure el trabajo. Los reportes sobre el progreso de la extensión Midlands han aparecido en las agendas de muchas reuniones anteriores. En esta reunión Tony Pangaro, Superintendente del SWCP, anunció que el 4 de noviembre los trenes de Amtrak y Shore Line Commuter Rail fueron desviados a la extensión Midlands que corre entre Readville, pasando por Hyde Park, Mattapan y Dorchester, y South Station.

Ahora que se puede hacer uso de la cama de rieles para poder reconstruirla, los rieles han sido removidos, y los 12 edificios adquiridos por el MBTA en la Sección I van a ser derribados. El principal punto de atención fué de qué manera se puede limitar el volumen del ruido. Se explicó que el nivel máximo de ruido de 86 dBA es, en efecto, menor que el ruido que hacen los trenes al pasar, que es de 110 dBA. (Consulte el artículo en ruido y horas de trabajo).

### Section II

Section II residents met at a Neighborhood Committee Meeting on December 6, 1979.

Residents wanted to know if additional residential parcels not identified in EIS would be taken by eminent domain. Ken Kruckmeyer said that there would not be others and referred participants to the EIS for a full listing of parcel takings.

Some discussion centered around relocation assistance. Resident Dolores Page wanted to know if condominiums were planned for the Corridor and a discussion followed on whether or not condos should be allowed.

Work hours and noise handouts were discussed. Some questions surfaced regarding haul routes for disposable fill. It was explained that most of the fill in Section II would remain during the current contract.

Residents and  $\text{M}$  representatives discussed rodent control.

Herb Benson of PRC Harris explained the present and future construction contracts. The detour road and removal of embankment is in progress as part of contract 097-204. The relocation of a portion of Stony Brook Culvert will begin as a separate contract in the spring of 1980.

The formation of a construction task force was discussed and the following volunteered as members (others have already expressed interest at an earlier date): Alice Greg, Curtis Davis, Fatima Payne, Charlotte Gridiron, Sari Roboff, Mr. Hudson, Mr. Jackman, Ruth Brigham, Joseph Rodriguez, Napoleon Henderson Jones, Walter Bennett, Arthur Brooks.

### Resumen en Español

Los residentes de la Sección II se reunieron en una sesión del Comité de Vecindario, el 6 de diciembre de 1979. Don Blake estuvo presente y fué presentado como parte del equipo de supervisores de construcción de la MBTA para la Sección II.

Los residentes deseaban saber si otras parcelas residenciales no identifica-

das en el EIS pudieran ser expropiadas. Ken Kruckmeyer les dijo que no habían más y refirió a los participantes al EIS para la lista completa de terrenos que serán expropiados.

Parte de la discusión fué acerca de asistencia para relocalización.

Dolores Page, una residente, preguntó si habían planes para construir condominios en el Corredor y después se discutió si los condominios serán permitidos o no.

Hubo discusión sobre las horas de trabajo y los folletos sobre el volumen del ruido. Hubieron preguntas acerca de las rutas para camiones con relleno para botar. Se les explicó que la mayor parte del relleno quedará allí mismo en la Sección II.

Los residentes discutieron sobre el control de roedores con representantes de la T.

Herb Benson de PRC Harris explicó los contratos de construcción presentes y futuros. Se encuentra en desarrollo el trabajo del camino de desvío y de remover el terraplén como parte del contrato 097-204. La relocalización de una parte de Stony Brook Culvert va a empezar en la primavera de 1980 con un contrato distinto.

Se discutió la formación de un comité para supervisar la construcción y las siguientes personas se ofrecieron para formarlo: Alice Gregg, Curtis Davis, Fátima Payne, Charlotte Gridiron, Sari Roboff, Mr. Hudson, Mr. Jackman, Ruth Brigham, Joseph Rodríguez, Napoleón Henderson Jones, Walter Bennet y Arthur Brooks.

### Section III

On November 28, 1979 the Section III Neighborhood Committee met for the first time at the Jamaica Plain High School at Williams St. The meeting's chief topics were a report on the 30% design review, including cost control measures, and a discussion of several construction issues.

Tony Pangaro outlined the cost control measures which applied to Section III (see article on page 5). Members of the Neighborhood Commit-

tee were in unanimous agreement that the construction of the commuter rail platform at Forest Hills should not be deferred. There was also particular concern expressed for any reductions in Section III Parkland landscaping.

During the second portion of the meeting there was discussion of the rodent control program and noise and work hours. Members of the community urged that a coordinated program for rodent control beyond the project right of way be established before the start of construction. Residents also recommended that there be a public information campaign about rodent control.

It was announced at the meeting that during the Site Preparation contract in Section III (contract 097-303) work hours would be from 6 a.m. to 7 p.m., with no work late at night or on Sundays.

During the final portion of the meeting HNTEB's Carl Anderson summarized construction activities of the Section III Site Preparation contract, and Don Grinberg explained how the SWCP Hotline (722-3300) would work.

### Resumen en Español

El Comité de Vecindario de la Sección III se reunió por primera vez en la nueva Escuela Secundaria de Jamaica Plain en Williams St. el 28 de noviembre de 1979. El tópico principal de la reunión fué un reporte sobre un 30% de revisión en el diseño, incluyendo medidas para controlar costos y discusión sobre varios puntos de construcción.

Tony Pangaro delineó medidas para controlar costos que se aplicarán en Sección III (vea artículo en la página 5). Los miembros del Comité de Vecindario estuvieron de común acuerdo en que no se debe demorar la construcción de la plataforma del tren en Forest Hills.



# WORK HOURS AND NOISE CONTROL



Contractors will be allowed to operate two work shifts per day for the major SWCP construction; 7 a.m. - 3:00 p.m. and 3:30 p.m. - 11 p.m. The extent of activity in each shift will be determined by the contractor according to the job requirements and type of work.

Daytime hours are defined as 7 a.m. - 10 p.m.; nighttime hours as 10 p.m. - 7 a.m. Work during night hours is not prohibited but the noise standards which must be met are more stringent, thus ruling out some kinds of work at night. Work will be permitted on the weekend, although for cost reasons, it will probably be limited to Saturdays.

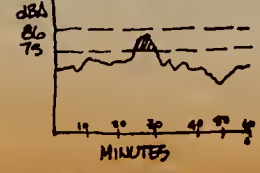
Noise restrictions are set up by establishing maximum noise limits for both general construction noise and for specific types of equipment. Boston's Air Control Commission's (BACC) noise restrictions have been adopted by SWCP and have been written into construction contracts.



**RESTRICTION ON MAXIMUM NOISE LEVEL**  
The maximum noise level restriction (Lmax) is 86 dBA. (The abbreviation "dBA" stands for "A" weighted decibels, a measurement of noise loudness.) This means that the maximum noise allowed is 86 dBA as measured 50 feet from the source.

Pile drivers and jack hammers are excluded from this restriction but will be allowed to operate only between 8 a.m. and 5 p.m.

## DURATION OF NOISE



NOISE IS ALLOWED BETWEEN 75 & 86 DECIBELS FOR 10% TIME

**DURATION OF NOISE**  
In addition to restricting the maximum level of noise allowed, the duration of loud noise will also be limited. The restriction is expressed as "the L10 restriction is 75 dBA" This means that noise can exceed the 75 dBA level for only 10% of any time period. This restriction together with the Lmax 86 dBA restriction means that noise can be between 75 and 86 dBA for 10% of the time and must be less than 75 dBA 90% of the time. When applied to a measured unit of an hour it means that noise is within 75 to 86 dBA for 6 minutes of the hour and less than 75 dBA for the remaining 54 minutes.

Construction will move up and down the corridor, so it will not be at the end of any one street for three or four full years. For example, the pile driver may be adjacent to one block for about one week.

## NIGHT TIME RESTRICTIONS

LMAX 75 dBA  
L10 65 dBA



## NIGHT TIME NOISE RESTRICTIONS

Between 10 p.m. and 7 a.m. there is a 10 dBA reduction in allowable noise levels. This reduction is actually a 50% cut in the level of perceived noise. Between 10 p.m. and 7 a.m. the allowable noise levels are Lmax 75 dBA and L10 65 dBA.

## EQUIPMENT RESTRICTIONS



EACH KIND OF EQUIPMENT WILL HAVE A NOISE LIMIT

**EQUIPMENT NOISE RESTRICTIONS**  
Specific pieces of equipment will have noise restrictions placed on them. For example, a front loader cannot exceed 80 dBA, a generator's limit is 82 dBA, and a chain saw or concrete mixer is restricted to 86 dBA. The contractor is required to certify every three months that the equipment satisfies these restrictions. The MBTA will set these specific noise restrictions.

## HORAS LABORALES Y CONTROL DE RUIDO

A los contratistas se les permitirá trabajar dos

jornadas de trabajo por día para la construcción principal del SCWP; 7 a.m.-3 p.m. y 3:30 p.m. - 11 p.m. El contratista va a determinar el nivel de actividad en cada jornada de acuerdo con los requisitos y tipo de trabajo.

Las horas diurnas son determinadas de 7 a.m. a 10 p.m.; las horas nocturnas de 10 p.m. a 7 a.m. No es prohibido trabajar durante las horas nocturnas pero los niveles de ruido a que se deben someter son más estrictos. De esta manera ciertas clases de trabajo no se pueden llevar a cabo a esas horas.

## RESTRICCIONES PARA EL NIVEL MAXIMO DE RUIDO

La restricción del nivel máximo de ruido (Lmax) es 86 dBA. (Véa el pie de la página para las medidas del sonido.) Esto quiere decir que el mayor ruido permitido es de 86 decibelios. Algún equipo, que funcionara solo de día, está excluido de estas restricciones.

## DURACION DEL SONIDO

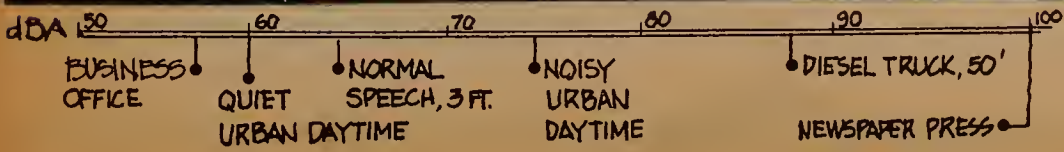
Además de restringir el nivel máximo de ruido permitido, también va a ser limitada la duración del ruido fuerte. Este límite será conocido como "La restricción L10 es 75 dBA". Esto quiere decir que el ruido puede sobrepasar el límite de 75 dBA solamente el 10% del tiempo y tiene que ser menos de 75 dBA el 90% del tiempo.

## RESTRICCIONES DEL RUIDO DURANTE LA NOCHE

Hay una reducción de 10 dBA en el nivel de ruido permitido entre las 10 p.m. y 7 a.m. Esta reducción es actualmente una reducción del 50% en el nivel de ruido que se percibe. El nivel de ruido permitido entre las 10 p.m. y 7 a.m. es Lmax 75 dBA y L10 65 dBA.

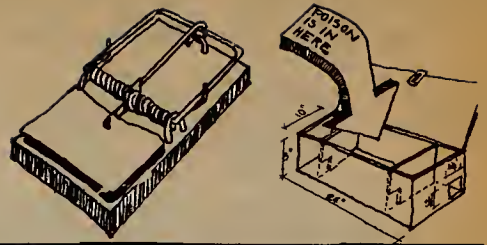
## RESTRICCIONES EN EL RUIDO DE MAQUINARIA

Ciertas piezas específicas de maquinaria tendrán restricciones en el volumen de ruido que hacen. Por ejemplo, los cargadores frontales no pueden exceder 80 dBA, el límite de un generador es 82 dBA, y un sERRUCHO de cadena o mezcladora de cemento serán limitados a 86 dBA.



# Exterminating the Rats

## Exterminando las Ratas



Rat extermination is conducted every day by agencies and individuals in the City. The purpose of this article is to inform people about the Southwest Corridor Project construction site extermination effort and about City of Boston rat control programs. Also summarized here, is general rat control information which people can use for their own benefit.

extermination effort called a "blitz", which will eradicate as many rats as possible.

The rat extermination program on the SWCP construction sites will be coordinated by exterminators licensed by the Commonwealth of Massachusetts. The rat population will be controlled with several types of carefully monitored poison bait.

ture will force all other mammals except rats, to vomit the mixture immediately upon consumption. The rats, because they do not possess the ability to regurgitate, physiologically, will die after eating the poison. This method of rodent extermination is available only to licensed and certified exterminators.

The second method, which also may be used during this period by some of the exterminators, is parafin covered bait blocks.

These bait blocks typically used in buildings contain the same poison, zinc phosphide, as well as an emetic. They are in solid form, rather than a loose mixture, and will be placed in damp or wet areas. This extermination method is also only available for use by licensed professionals.

After the "blitz", anti-coagulant poisons will be used to control the rat population as part of a rat maintenance program instituted by the exterminators.

The anti-coagulant chemicals (one of which is commercially known as "Warfarin") will be mixed with fresh food daily, and placed in rat bait stations. The rat bait stations are inaccessible to people and pets, because of the way they are designed with very narrow openings. The anti-coagulant poison that will be placed in them, is a very mild poison and is non-lethal to humans and pets. Rats must consume it daily for at least a week before they are killed.

Residents and business people can deny rats in their area an inviting environment by: making an effort to control garbage that serves as food supply; eliminating rat harborage places such as abandoned refuse, where rats can hide; raising garbage cans a few inches off the ground.

The law requires that residential garbage be stored in waterproof, galvanized steel containers with tight fitting lids. Poor substitutes for this are cardboard boxes or plastic trash bags used by themselves--both items are easily torn open

by rats. Holes, which rats use to enter wooden buildings or buildings with loose foundations, should be covered with metal "flashing" or in cases of larger openings, concrete. Inexpensive rat snap traps can be placed near rat burrows or in basements (areas which are inaccessible to children and domestic pets), without endangering the health of people.

### Resumen en Español

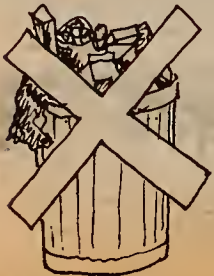
El programa de exterminación de ratas en el lugar de construcción del SWCP será coordinado por exterminadores licenciados por el Estado de Massachusetts. La cantidad de ratas que existen, será controlada con varios tipos de cebos venenosos cuidadosamente administrados. El tipo de método de exterminación usado puede variar dependiendo del área que le toque a cada exterminador y a sus características. Los contratistas no pueden ni deben entrar en casas particulares para llevar a cabo su trabajo en los programas de control de ratas, tanto de la ciudad como los planeados por el MBTA/SWCP.

Durante la fase de construcción del Proyecto del Corredor Suroeste, los contratistas del MBTA serán responsables del control de ratas dentro de los límites de los sitios de construcción.

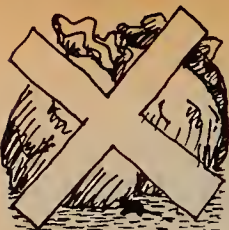
Los programas de control de ratas para el SWCP serán divididos en varias fases. Antes de empezar a construir, se llevará a cabo en gran escala un esfuerzo intensivo para la exterminación de ratas llamado "blitz", que destruirá tantas ratas como sea posible.

Si los vecinos trabajan juntos para limpiar un lugar, pueden ayudar a eliminar el problema de las ratas y también a mejorar la apariencia general del medio ambiente.

## DON'T



LEAVE CANS OPEN



USE PLASTIC GARBAGE BAGS



LET TRASH ACCUMULATE

## DO

**STARVE THEM OUT**

USE METAL CANS COVER TIGHTLY



**BUILD THEM OUT**



COVER BASEMENT WINDOWS WITH METAL SCREENS

COVER ALL UNNECESSARY OPENINGS WITH CONCRETE AND SHEET METAL



During the "blitz" period, in site areas far from residential homes and populated areas, poisonous zinc phosphide mixed with cat food, bread, lard, and emetic, will be placed in rat burrows and potential areas for rat harborage (abandoned refuse, tall weeds, etc.)

The emetic in the mix-

During the construction phase of the Southwest Corridor Project, the MBTA construction contractors will be responsible for rat control within the limits of the construction sites. The rat control program for the SWCP will be divided into several stages. Prior to construction, there will be a large scale intensive rat

**NEIGHBORHOOD CLEAN-UPS**



# THE COVER

The design of the Section I Cover has advanced to the final schematic stage. The drawing below shows the current plans; the activities and landscaping form small parks at each street end which collectively create a continuous open space for low-intensity use. Pedestrian circulation is on sidewalks, and limited vehicle cir-

ulation is on the rebuilt Carleton and Claremont Streets. More detailed information is available from the Section I planner Janet Hunkel, KE/FST, Telephone: 523-8300.

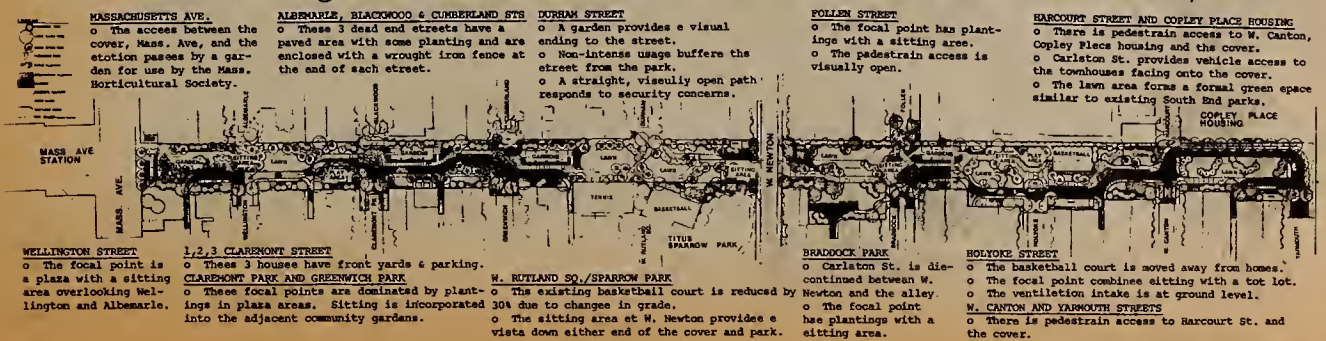
## Resumen en Español

El diseño de la cubierta de la Sección I ha avanzado hasta la etapa final del diseño esquemático, ilustrado en el plano que reproducimos a continuación; las actividades y la arquitectura paisajista forman pequeños parques que en conjunto crean

un espacio continuo para actividades de poca intensidad. La circulación de peatones ocurre en las aceras; la circulación de vehículos se limitará a una reconstrucción de las calles Claremont y Carleton. Hay información más detallada a través de la planificadora de la Sección I, Janet Hunkel, KE/FST, tel. 523-8300.

## This Bird's-eye View Shows the Current Plans

*Additional MBTA, DEM & Community input will refine, but not change the type or organization of activities.*



## Centre Street Activities Actividades en la Calle Centre

The Southwest Corridor Project is now in the final phase of design and construction has begun everywhere in the Corridor. During the past years, communities along the corridor have had the opportunity to influence the overall design of the project. As a follow-up and due to several requests from the "HISPANO PARLANTE" population of Center Street, Jackson Square and High Square, Section II and III planners Dee Primm and Regla Gonzalez-Guerra visited

businesses in these areas and answered some of their questions regarding the project.

All contacted parties had an awareness of the SWCP, in general, and their main concerns seemed to be:

- future land development uses in sites adjacent to the corridor.
- future housing possibilities and jobs.
- construction effects regarding rodent control,
- interest in future recreational facilities around the area of Jackson Square.

- concern with the future of Washington Street and whether Jackson Square Station will be the one replacing Egleston Station.

In general, businessmen and merchants at the stores were very enthusiastic about the project, as one mentioned:

"A revitalization of our area is very important to us because it should beautify our neighborhood, particularly for those of us who have been living here for a long time and have established new roots here".

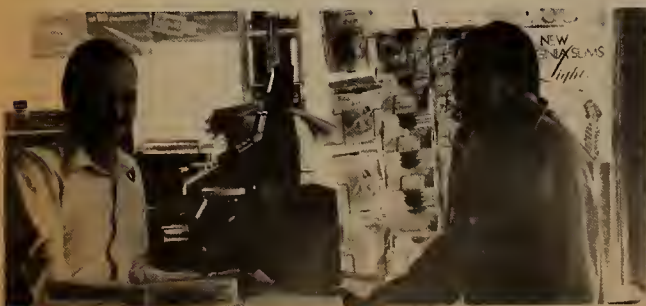
## Resumen en Español

El Proyecto del Corredor Sur-oeste se encuentra ahora en la fase final de diseño y han empezado a construir por todos lados en el corredor. Durante los años anteriores las comunidades a lo largo del Corredor han tenido la oportunidad de influir en el diseño total del proyecto. Debido a varias solicitudes de la población "Hispano Parlante" de Centre St., Jack-

son Square and Hyde Square, los planeadores de la Sección II y III Dee Primm y Regla Gonzalez-Guerra visitaron los negocios y oficinas en estos lugares y contestaron algunas de las preguntas que tenían con respecto al proyecto.

Todas las personas con quienes se pusieron en contacto estaban enteradas del SWCP en general, y parece ser que su interés principal es:

- utilización en el futuro de tierras urbanizadas adjuntas al Corredor.
- probabilidad en el futuro de casas y empleos.
- consecuencias de la construcción en el control de roedores.
- interés en futuras facilidades de recreo alrededor del área de Jackson Square.
- preocupación en el futuro de Washington Sq. y si la estación de Jackson Square va a reemplazar la de Egleston.



Section Planner Regla Gonzalez-Guerra discusses SW Corridor development plans with local merchant.

Southwest Corridor  
Project Newsletter  
March 1980

# THE SWCP EDUCATIONAL TRAINING PROGRAM

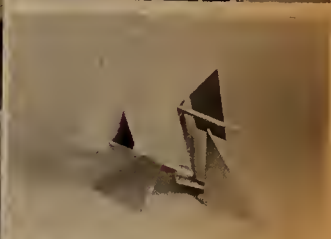
## Second Year Activities Underway

Thirty-seven more young residents of the Southwest Corridor have been accepted in the SWCP/Educational Training Program (ETP). This marks the start of the second year of ETP activities. These new trainees join 14 continuing trainees who will begin their second year in the ETP.

Trainees spend two-thirds of their program time as employees of firms designing the SWCP. The remaining time is spent in curriculum studios and counseling workshops.

Trainees in the Drafting Studio recently completed a poster design which has been displayed on a billboard at Arlington Street and Columbus Avenue. Trainees in the Model Building Studio started out building "Rube Goldberg" type contraptions and have progressed to designing and building beams for the ETP's Second Annual Structural Design Contest. Trainees in the Photography Studio are learning the basic mechanics of the camera and to perceive and capture form and composition through the camera lens. They have taken field trips to the Museum of Transportation and Logan Airport.

Counseling workshops have focused on leadership training, self organization and budgeting time. Special activities have included SAT preparation classes and a Mini College Fair which featured representatives from 17 universities and institutes discussing educational opportunities in design and engineering.



(Top photo) Trainees participate in counseling workshop. (Bottom photos) New trainees learn to draft and acquire model-building skills in ETP curriculum studios.

## Resumen en Español

Treinta y siete residentes jóvenes del Corredor Suroeste han sido aceptados en el Programa de Instrucción Educativa del SWCP (ETP). Esto marca el principio del segundo año de actividades del ETP. Estos nuevos aprendices se unieron a otros catorce que empezarán su segundo año en ETP.

Los aprendices ocupan dos terceras partes de su tiempo en el programa como empleados de firmas dise-

ñadoras del SWCP. El resto del tiempo lo ocupan en estudiar asignaturas y en sesiones de asesoría.

Aprendices en el Drafting Studio (Estudio de Diseño) terminaron recientemente un diseño de cartel que ha sido exhibido en una cartelera en Arlington St. y Columbus Avenue. Aprendices en el Model Building Studio (Estudio de Construcción de Modelos) empezaron por construir estructuras

de tipo "Rube Goldberg" y avanzaron a diseñar y construir vigas para el Segundo Concurso Anual de Diseño Estructural del ETP. Aprendices en el Estudio de Fotografía están aprendiendo como funcionan las cámaras y a percibir y capturar forma y composición através del lente de la cámara.

Han ido en excursiones al Museo de Transporte y al Aeropuerto Logan.

Hay también sesiones

para aconsejarlos y entrenarlos a ser líderes, ser organizados y para manejar bien sus horas de trabajo. Algunas actividades especiales incluyen clases para preparación de SAT, y una Mini-feria en la cual representantes de 17 universidades e institutos discutieron oportunidades educacionales en diseño e ingeniería.